1-7. (CANCELED)

8. (CURRENTLY AMENDED) An ~~automatic~~ automated multiple-gear transmission~~, in particular a power bifurcated auxiliary transmission for motor vehicles~~, in which several power paths are provided, in a transmission housing (24), between a transmission input shaft (3) and a transmission output shaft (4) for [[the]] gear shifting ~~purpose of shifting gears~~,

wherein the gears can be ~~depicted~~ realized with several ratio conversion devices (8, 9, 10) that can be ~~hooked up into~~ engaged for forming a power flow via ~~control~~ shifting elements (5, 6, 7), ~~wherein~~ at least one of the ratio conversion devices (8, 9) is at least partially located within [[a]] the transmission housing (24) in such a way that radial and tangential forces affecting [[the]] at least one of the ratio conversion devices (8, 9), when the ~~translation~~ at least one ratio conversion device is ~~closed~~ engaged, ~~can be~~ are directly transmitted ~~directly into~~ to the transmission housing (24) via one engaged position of the shifting element (6 or 7).

9. (CURRENTLY AMENDED) The ~~automatic~~ automated multiple-gear transmission according to claim 8, wherein axial forces abutting the at least one of the conversion devices (8, 9) can also be transmitted directly into the transmission housing (24) via a bearing (23) of the at least one of the conversion devices (8, 9) in the transmission housing (24).

10. (CURRENTLY AMENDED) ~~The automatic multiple-gear transmission according to claim 9, wherein~~ An automated multiple-gear transmission in which several power paths are provided, in a transmission housing (24), between a transmission input shaft (3) and a transmission output shaft (4) for gear shifting;

wherein the gears can be realized with several ratio conversion devices (8, 9, 10) that can be engaged for forming a power flow via shifting elements (5, 6, 7), at least one of the ratio conversion devices (8, 9) is at least partially located within the transmission housing (24) in such a way that radial and tangential forces affecting at least one of the ratio conversion devices (8, 9), when the at least one ratio conversion device is engaged, are directly transmitted to the transmission housing (24);

axial forces abutting at least one of the conversion devices (8, 9) can also be transmitted directly into the transmission housing (24) via a bearing (23) of the at least one of the conversion devices (8, 9); and

the bearing (23) of the conversion device (8, 9) is equipped with a bearing sleeve (26; 26A, 26B, 26C) on which the at least one of the control elements (6, 7) is at least partially located.

11. (CURRENTLY AMENDED) The ~~automatic~~ automated multiple-gear transmission according to claim 10, wherein the bearing sleeve (26; 26A, 26B, 26C) is rigidly connected to the transmission housing (24) via at least one support element (25; 25A, 25B, 25C).

12. (CURRENTLY AMENDED) The ~~automatic~~ automated multiple-gear transmission according to claim 8, wherein each of the control elements (5, 6, 7) [[are]] is formed as one ~~or more~~ of positive and non-positive control elements.

13. (CURRENTLY AMENDED) The ~~automatic~~ automated multiple-gear transmission according to claim 8, wherein the conversion devices (8, 9, 10) comprise at least one spur gear pairing, ~~wherein~~ and in each case a spur gear (16, 17) is located on a bearing (23) of the respective conversion device (8, 9) and a second spur gear is located on a countershaft (11).

14. (CURRENTLY AMENDED) The automated multiple-gear transmission according to claim 8, wherein the power paths are totaled in a summing transmission in the form of a planetary gearset (2).

15. (NEW) The automated multiple-gear transmission according to claim 8, wherein the multiple-gear transmission is a power split countershaft transmission

16. (NEW) An automated split countershaft multiple-gear transmission in which several power paths are provided, within a transmission housing (24), between a transmission input shaft (3) and a transmission output shaft (4) for gear shifting;

wherein gears can be achieved with several ratio conversion devices (8, 9, 10) that can be engaged for forming a power flow through the transmission via shifting elements (5, 6, 7), at least one of the ratio conversion devices (8, 9) is located within the transmission housing (24) in such a way that radial and tangential forces affecting at least one of the ratio conversion devices (8, 9), when

the at least one ratio conversion device is engaged, are directly transmitted a synchronizing component that is rigidly connected with the transmission housing (24) via one engaged position of the shifting element (6 or 7).